same cause of detention in the case of liners, which had averaged as much as 5 days, was in September only 1 1 days. The time spent in loading was, in the case of tramps, lessened by nearly 50 per cent., and 20 per cent. was taken off the loading days of the liners. . . .

In Liverpool the Convoy Committee soon got to work, especially with the large Atlantic liners, and after the H.X. Convoy for this type of vessel had been based on New York, they succeeded so well in their dispatch that aided by the efforts of their counterpart in New York the goal of a 40 day turn round was attained in 77 per cent. of the voyages, and a few ships with a cargo of about 3,000 tons, such as the *Melita* did the round trip in 32 days. The average turn round, taking the bad with the good, for the whole of the H.X. Convoys was 42.68 days. . . .

All these endeavours undoubtedly effected great improvements in the dispatch of tonnage, and there is little doubt that the attention devoted to the subject by those interested in the convoys stimulated those concerned in the loading and discharging to achieve better results than were the rule in the era when ships ran independently."

Up to the end of the War it was of course inevitable that the exceptional difficulties under which all shipping had to operate should involve a certain measure of delay as compared with

peace-time
conditions. But under the Ministry of Shipping
these delays were thus gradually reduced and avoided
in a very high degree.

By these measures the shipping capacity of the
country was very considerably increased at a time